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MEMORANDUM

TO: John Judd, Senior Planner - City of Duluth

FROM: Matt Bolf, PE

DATE: March 31, 2014

RE: Park Point Alignment and Traffic Study
SEH No. DULUT 124932 14.00

This memorandum serves as a supplement to the final report memorandum provided to the City on September 18th, 2013. As part of that report, two questions have been raised in which the City is seeking additional information.

1. **Impact of relocated S-Curve to traffic backup on the Lift Bridge** – The “S” curve as shown in our Alternative 1 General Layout map, is shown as a street meeting all State Aid standards for travel lane widths and horizontal curves for a 30 mph roadway. The road through the curve would be free flowing with no stop signs. The posted speed limit on the bridge is 15 mph and traffic coming over the bridge towards Park Point is already traveling at a slower speed. It is unlikely there would be any traffic backup caused by motorist slowing down for the “S” curve. Since the curves would be designed to handle speeds of 30 mph, and traffic over the bridge is traveling slower than 30, the driver expectations would not be altered by the 30 mph “S” curves and slowing down due to a feeling of discomfort or lack of safety would not occur.
2. **Pedestrian/Bike Crossing of Minnesota Ave to Lake Avenue** – The issue of getting bikes and pedestrians who are headed towards Park Point onto Lake Avenue after they get over the bridge was known at the time of our study. Due Minnesota Avenue changing to handle the majority of traffic, it's not recommended to put any stop conditions near the bridge. This does not allow for an ideal option for crossing pedestrians and bikes.

There are two routes that could be used to make this movement. First, there is an existing crossing and walkways under the Lift bridge that could be utilized to get pedestrians to the proposed Lake Avenue roadway and sidewalks. The other option is to promote bikes and pedestrians to follow Minnesota Avenue to 9th or 10th Street and allow them to cross in this location at a more perpendicular crossing with better site lines. Bumpouts could be provided in either location to shorten the crossing distance and provide a safer crossing.

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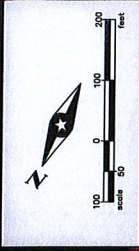
c: Steven Robertson, City of Duluth

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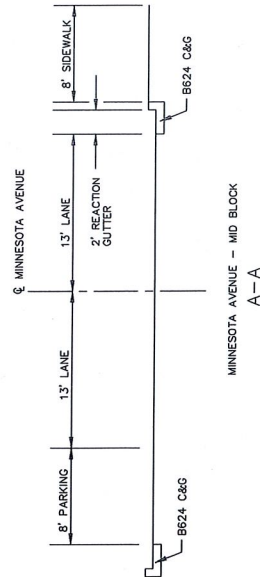
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LEGEND

- ROADWAY
- CURB AND GUTTER
- SIDEWALK
- PARKING LANE - SUMMER



DESIGN BY: PRM
 DESIGNER: MAB
 CHECKED BY: JKK
 DESIGN TEAM

NO. 101 DATE

REVISIONS

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**CITY OF DULUTH
 PARK POINT TRAFFIC
 IMPACT EVALUATION**

**ALTERNATIVE 3
 GENERAL LAYOUT**

FILE NO.
 DULUTH2432
 PARK POINT

**FIGURE
 1**